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Board members are elected by the membership.

They may also hold other offices in the club.

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ON THE COVER: The engineering excellence of the top mechanism in the new 991 Porsche Targa is demonstrated at the Detroit Auto Show. Photo by John Keilly

BY MICHAEL COHEN

As I write this on February 14, the weather conditions have not improved from the January 25th date of President John Keilly’s scathing comments about the weather in his Start Me Up column on page 7. Like John, I hope that by the time you read this, those huge piles of snow in front of your house will be gone (or at least smaller).

In spite of this horrendous winter, Porsche driving season will be starting shortly—or will it? The roads are absolutely horrible—pot holes, frost heaves and all the rest. Last summer Woodward Avenue was repaved from 10 Mile Road to Fourteen Mile Road, to repair some previous deterioration. Yesterday, when I drove north on Woodward, between Ten Mile and Twelve Mile, I traversed frost heaves on the newly paved road every fifty feet or so, making the ride in my daily driver unpleasant. I can only imagine how our more stiffly sprung Porsches will react, driving over all these obstacles once the weather gets warm (let alone the blown tires and bent rims that may ensue). Unfortunately, I don’t have a solution for this problem, but certainly hope that the patching crews do their work competently and early in the season, so we can get full enjoyment when cruising in our sports cars.

On a more positive note, in March we will be taking the covers off of our cars, starting them up (hopefully) and perhaps driving them – once the salt is off the roads. In addition, lots of car events are scheduled in March. On the national scene, there is the Amelia Island Concours March 6-9th and the 12 Hours of Sebring on March 15th. Locally, we have a tour of the amazing and prolific Lingenfelter car collection on March 1. All contributions will be donated to the Jo Brighton Special Olympics Program in memory of Myles Smith. Also scheduled in March, on the 22nd, is Howard Gilson’s always interesting and informative Tech Session. By April, we will be in full swing with great events planned for the remainder of the spring summer and fall.

As you are likely aware, we offer a prize from the Goodie Store for the best article submitted which is then published in the P4 each month. The story should be about an adventure in your current or previous Porsche, be 500-600 words long and include one or two quality digital images. Thus far we have had four winners. Congratulations to Mike Heilmann for “Der Tour,” Mark Vander Eyk for “Porsche Convert,” Jack Haynes for “Weekend at the F1 Grand Prix” and in this issue, Erik Ohrenberger for “My Porsche Story.” Each of these articles was well thought out, well written, varied and very interesting. Thanks to all of you for these fine stories. For those of you who have not yet submitted a story, now is your chance to write a fun story and be published

One of the exciting things for me is to see that our membership is growing, event attendance is increasing and more new

members and previously inactive members are participating in club events. Although I have no statistics to back it up, it would appear that there are a greater percentage of youthful members attending and participating in our activities. These are all positive signs for the direction of the club as we look down the road. Energy and fresh ideas fuel any organization and I believe that we have both in our club.

I am also excited about Porsche’s new product offerings. The new Macan and the Porsche 911 Targa were presented at the 2014 North American International Auto Show and I was very impressed with each. Both should be hot sellers. The smaller than Cayenne, Macan hits the growth segment of the SUV market head on. It has the looks, power and style that should appeal to current Porsche owners as well as first timers. I was extremely impressed with the upscale design and quality of the interior. The Macan should provide typical Porsche performance with its two hot V6 engine offerings. The 911 Targa is just a slick, trick car. It looks terrific with the Targa roof on or off and its high tech, automatic roof retraction system is sure to draw a lot of attention.

I am looking forward to a fun filled spring, summer and fall and I hope that all of you will make it out to at least one event this year. Drive and enjoy your wonderful car and take advantage of the club’s offerings.

WE NEED YOU

The P4 currently has two positions available:

Associate Editor
Advertising Manager

If you think that you may have an interest and would like to learn more about these positions, please contact:

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Fastkarz2@aol.com
248-227-8604



2014 SEM/PCA CALENDAR

MARCH

- 1 Lingenfelter Museum Charity Tour
- 5 Board Meeting
- 22 Gilson Motorsports tech session

APRIL

- 2 Board Meeting
- 5 Swap Meet Porsche of Farmington Hills
- 12 Tour of Ford Model T Piquette Ave. Plant

MAY

- 7 Board Meeting
- 8 HPDE Waterford Hills
- 10 Devil's in the Details-Munks
- 17 Street Survival School
- TBD Spring Tour
- 30-6/1 Belle Isle Grand Prix*

JUNE

- 4 Board Meeting
- 8 Waterford Hills Family Day
- 12 HPDE Waterford Hills
- 15 Eyes on Design*
- 15-21 Porsche Parade, Monterey*

JULY

- 9 Board Meeting
- TBD Progressive Dinner
- 25 Euro Cars at St. Johns*
- 27 Concours of the Americas- St Johns*

AUGUST

- 2 HPDE (Saturday)
- 6 Board Meeting
- 16 Woodward Dream Cruise*
- 17 Picnic/Concours
- 23 BBQ and Tour

SEPTEMBER

- 3 Board Meeting
- 6 Ladies Drive
- 14 Drive Your Porsche Day

OCTOBER

- 1 Board Meeting
- 12 Motor City Auto Spa
- 19 Fall Color Tour

NOVEMBER

- 5 Board Meeting/ 2015 Planning Meeting
- TBD Membership Dinner

DECEMBER

- 3 Board Meeting
- 6 Holiday Party
- *Not an SEM/PCA sponsored event

BOARD MEETINGS

Board meetings are typically held on the first Wednesday of the month at various locations; when the Board meets at a Porsche dealership, the meeting is moved to Thursday for that month, to coincide with the dealership’s hours.

The March Board meeting will be held on Wednesday, March 5 at Gilson Motorsports

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We host events at the Lingenfelter Collection, participate in charity auctions and much more.

RSVP by email: charities@sempca.org / Gretus Hoogestraat (248) 670-1761

Start Me Up!



BY **JOHN KEILLY**

Can anyone remember a worse winter? As I write this on 25 January they have announced that we have had more snow this month than in any other January since they started keeping records...and we still have six days to go! Are we at the end of the second polar vortex or in the midst of the third one? Allegedly, we have passed the mid-way point of winter, with daylight lasting longer; it stays light closer to 6:00 pm than 5:00 pm.

Although it feels like the snow won't be gone until the 4th of July, spring will come before that, as the earth continues its inexorable journey around the sun. Meanwhile, "Al," where's that global warming when we need it?

Did you brave the cold and get to the NAIAS/Detroit Auto Show? Porsche certainly had a lot to talk about. On the heels of the new Carrera, Boxster and Cayman, Porsche introduced a Targa version of the 991 and an all new CUV, the Macan. The Macan is a bit smaller than the Cayenne, but packed with Porsche performance, features and luxury. The operation of the Targa roof is the epitome of German engineering. You can see it on You Tube at: <http://www.youtube.com/watch?v=oUlvBd8yX0E>

At our Ski Day at Pine Knob we presented a check for over \$ 2,000 to the Jo Brighton Special Olympics Program. This was raised at our Silent Auction at the Holiday Party. It was an honor to meet some of the athletes and administrators. Their enthusiasm and appreciation were clearly evident. Thank you to everyone who made this donation possible by supporting the Silent Auction. Please see the story and photos on page 26.

If you missed that opportunity to contribute to this worthy, local cause, there's another enjoyable opportunity ahead. Past President Dave Miller and Charities Chair Gretus Hoogestraat have arranged for us to tour Ken Lingenfelter's fabulous auto collection. It includes exotic cars, American muscle cars and Corvettes. We'll be able to see this collection for a modest donation to the Jo Brighton Program. Ask anyone who has seen it before, this is one an impressive stable of noteworthy cars! Please see the ad on page 6 and watch for an "e-blast" which will provide further details.

On March 22nd our Vice President Howard Gilson and his team at Gilson MotorSports will host a Tech Session. Next up is the Swap Meet on April 5th. As always, it will be a joint effort with RSR and Motor Stadt, chaired by Past President Dave Burton and generously hosted (inside) by Porsche of Farmington Hills.

New this year we have added a tour of the plant where the Ford Model T was built, on Piquette Avenue in Detroit. That will be on Saturday, April 12th. Contact Fred Young if you'd like to see this interesting piece of Detroit's automotive history.

We all lead busy lives, so it's not too soon to note all that will be happening in May. On the 8th we'll have our annual Driver's Educa-

tion (DE) Beginner's Day. Come on out and see why so many people enjoy this program. On the 10th you can learn all there is to know (seemingly) from our many resident experts at The Devil's in the Details, hosted by Chris Braden and the team at Munk's Motors.

The following Saturday (May 17th), we will reprise our Street Survival School for teen drivers. This nationally recognized program is designed to give teens hands on experience to develop the skills needed to handle common on-road situations that require immediate corrective action to avoid danger. These include controlled panic braking, controlled panic braking while also changing lanes to avoid an obstacle and recovery from skids. Last year I said that Street Survival was probably the most important thing we've ever done as a Club. It's certainly important to teach our young, inexperienced drivers how to stay safe on the road. This point was tragically driven home when I recently learned that a good friend lost her 18 year old daughter to an auto accident.

Beyond the in car coaches, we need a lot of other people to run Street Survival. Tasks include check in and administration, moving cones, course safety marshals to provide direction and guidance and people to help keep the skid pad slippery, to name a few. Please contact Marc Molzon or Don Kleist to volunteer. Also, please let any young drivers in your family or circle of friends know about this program and get them to sign up. Space is limited to 36 entrants.

Mike Salemi of the local Mercedes Benz Club let me know about an event that might be of interest to our members. On March 22nd the Novi Athletic Boosters are having a wine tasting at Meadow Brook Country Club on 8 Mile west of Haggerty. Mike said that last year's event was a fabulous evening with great food, better wine and a lot of fun for all. The price remains \$35/person. A number of local car clubs are being invited. For more information, please contact Mike at 734-578-6695 or mdsalemi@sbcglobal.net

Meanwhile, this fine magazine remains in need of an Associate Editor. This is not a difficult job. A modicum of computer skills with MS Word and a reasonable command of English are all you need—plus, of course, some energy and enthusiasm. Why not you?

We also still need a person to focus on signing up more advertisers. Porsche owners are a desirable demographic, so again, this is not a "hard sell." If we can increase our ad revenue, we can do a color spread in every issue.

Please ensure that PCA has your current e-mail address...one that you check regularly. E-mail is used only to communicate with you about Porsche Club related events. It is never sold or shared with outsiders.

Thank you for your support of, and participation in, SEM/ PCA. It's not just the cars, it's the people...and it will be good to see both once the snow is finally gone!

Gilson MotorSports Tech Session

SAVE THE DATE!!!

Saturday March 22, 2014



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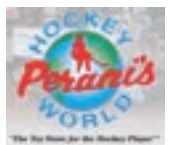


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2014 North American International Auto Show

STORY BY **MICHAEL COHEN**

PHOTOS BY: GRETUS HOOGESTRAAT & MICHAEL COHEN

The 2014 NAIAS was a highly successful event, from an attendance standpoint, product introductions and a very positive attitude both by the press and the show goers. PCNA had their usual outstanding exhibit including their traditional double decker VIP lounge in which a sumptuous breakfast was served on the Wednesday of Industry Day as well as the before the show opening on Saturday.

The Porsche vehicle display was exciting. The company exhibited a gorgeous pearl white 918 super car which recently went into production. In addition, Porsche two soon to be produced vehicles, the 2015 mid sized Macan SUV and the smashing 2015 911 Targa 4. The Macan is attractive and well proportioned with an outstanding interior, much like the Boxster/Cayman. The S is powered by a 340 horsepower twin turbo V6, while The Turbo model has a 400 horsepower version of the same engine. The all wheel drive Targa is a dramatic version of the 911 featuring a power retracting roof panel and a traditional Targa band.

The photos below highlight the Porsche exhibit.



Overview of the Porsche stand



Victoria Wade is lookin' good in a new 911 Targa



Targa with the top up

(continued on page 16)

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Bruce Gearns, Fred Young, Robert "Louie" Yonce and Leon Lewis



Marc Molzon, with his wife Lisa and his Dad, Bill

SEM/PCA Member Anniversaries - March 2014

Thanks to the SEM/PCA webmaster Erik Ohrnberger, we are pleased to now be able to recognize membership anniversaries each month.
Congratulations to all who have a membership anniversary this month!
Anniversaries are noted by the date the primary member joined PCA. Please let us know if we've made an error or omission.

Yrs	Name(s)	Yrs	Name(s)
41	Fred & Lois Howard	6	Shawn & Annette Bartush
36	Ted & Nancy Schwartzenfeld	6	Steve & Nancy Chavez
35	Peter & Rita Heydon	5	John & Veronica Jason
26	David & Marguerite Kimball	4	Bruce Copithorne & Lynne Gladstone
18	Joel & Randee Miller	4	Ed Dawda & Alice Buckley
16	Tony Mac & Ernest Mac	4	Lothar & Ann Bauer
15	Greg Rouke & Geoff Rouke	4	Dale & Marilyn Goby
15	Jeffrey & Marta Trimmer	4	Moungi Slim
15	Thaddeus & Thaddeus Shegos	3	Marvin Winkfield
13	John & Yvonne Welte	3	Gerald & Christine Kageff
12	Denis & Gretchen Simmons	3	Rick & Judith Huddleston
12	Gary & Judith Fish	3	Richard & Marcy Ford
11	Stephen & Kathleen Shugg	3	Louis Montgomery
11	Marc Molzon & Bill Molzon	3	Eric Johnson
10	Eric & Shari Dobrusin	2	Lewis Yonce
9	Erik & Gina Ohrnberger	2	Sharyn Schymick
9	Frederic Binggeli	1	Tim & Jennifer Mistry
9	Pierre Corriveau & Marie Remboulis	1	Mike & Robert O'Lynnner
8	Kim Virkler & Ginger Virkler	1	Rahul Plavullathil
7	Matthew Schulte	1	Robert Newill & Len Dodman
7	Mark Brewer & Claudia Pisa	1	James Stockbridge & Denise Walsh
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SVRA Vintage Racing National Championships Circuit of the Americas

STORY BY **DAVE BURTON**

PHOTOS BY: DAVE BURTON, BARBARA SKIRMANTS & GEOFF THOMAS



Burton, Balbach, Jr. & Balbach, Sr.

I'm on a flight back to Detroit from Austin after taking part in the first annual Vintage National Championships held at the new F1 track constructed in the heart of Texas. My participation was made possible by Vic & Barbara Skirmants who not only hauled Ol' #20 down but arranged that my application be accepted for this long sold out event. They had a full trailer too with five tubs aboard: Vic's #70 Roadster, their '58 A Coupe #71 rented to their Australian friend Ron Goodman, their '60 B Coupe #32 rented to Roger Meiners of Milford, the '64 C Coupe #88 of Dr. Rob Hieb of Milwaukee and my silver & blue '64 SC.

This event had been well hyped over the past few months and the new owner and management of SVRA did very well to secure a spot at this new track that will host Formula One next month. The facility is impressive, especially from the air. A sprawling layout well suited to hosting huge international extravaganzas, there was room for about 550 vintage racecars of a dozen groups and a multitude of classes. The schedule was sprawling as well with load-in starting on Monday and Test Day set for Wednesday, practice on Thursday and qualifying on Friday so that Saturday and Sunday was nothing but racing, racing and more racing.

Vic & Barb arrived Sunday meeting up with Tom & Jan Downey and arranging to get in that afternoon to get set up. As they made camp, John Schrecker arrived from Hopkinsville, Tennessee with his #777 Roadster and Paul Swanson came up from Florida with his black #8 Speedster. Mark and Mary Eskuche dropped down from Milwaukee with their rig hauling the tubs

of the Georges Balbach, Senior's ivory #34 and Junior's green #01, and the Coupe of Jamie Jackson. With a few others scattered about, there was a baker's dozen of 356's present and chomping at the bit to strut their stuff. (How's that for a mixed metaphor?)

Wednesday morning found us on the grid for the first test session starting at 8:00 am and we found that the sun pops over the horizon around here at 7:45 this time of year. Holy smokes! It sure is fun learning a new track with the sun directly in your eyes on at least a half dozen turns--wow! And learning is a top priority as the track is 3.4 miles long with twenty (20!) turns, five of which are tight first gear hairpins. Well, nobody was injured. By the end of our fourth session, we had a pretty good handle on where the track turned left and right, and were getting familiar with the speed potentials. Thursday morning practice was a whole new level of confusion as those entrants that didn't participate in the test day were out on track for the first time tiptoeing around and those who had participated were slicing and dicing like a Cuisinart. The SVRA officials were terrified of the speed differentials but all played nicely and well, nobody got hurt.

About those twenty turns and five hairpins, it turns out that the powers-that-be at F1 decree a number of slow corners to maximize the exposure of sponsor logos on the racecars. It might work for them but it was not our favorite part. The track is dramatic with the Start-Finish straight heading steeply uphill at the far end and culminating in an off-camber hairpin and also containing the

(continued on page 22)

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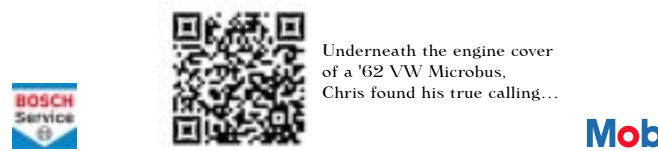
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Circuit of the Americas

[continued from page 18]

Pit-Out with its slower moving traffic. We went through there four wide on occasions and it was exciting. That first hairpin feeds a downhill sweeper that leads into a complex of linked esses but unlike the climbing esses at VIR that allow you to build speed (if you get it right), these get progressively slower and then spit you out onto a downhill straight with a kink that ends at another hairpin before opening onto the main straight. You get to use the whole gearbox here and then all of your brakes (downhill) into what else? Another hairpin. A short chute leads to another hairpin with a technical little bit before (wait for it) the last hairpin. The payoff for all this is a beautiful carousel that winds around and around, letting you drift the car endlessly, flat in third gear. Beautiful! Now a quicker than it looks left-hander onto the short straight that leads to Pit-In and the last turn, tighter than it looks, and back up the front straight.

The racing in our group was fabulous. From Qualifying through the Enduro to the Feature Race, the wheel-to-wheel action was nonstop. Lead changes, often multiple times per lap, heroic passes, valiant assaults--some successful, others repulsed, well executed sneak plays--our races had them all and we put on a heckuva show. Vintage racing at its finest.

There were a few teething pains as well. Some differences between the folks at COTA and the folks at SVRA resulted in rules changes on the fly. Some were annoying but of no real consequence while others changed the outcome of races and were not well received. Oh well, we still had a ball.

Except Ol’#20 that is. Well, she did enjoy keeping up with the Roadsters seeing as she had to carry an additional 67 pounds of ballast over the open cars, but at least one Roadster resented her presence. George Balbach’s #34 nerfed her in the rear in one slow turn--Ouch! Afterwards, Ron Goodman showed why he is the premiere body man in Australia with an impressive display of skill with a hammer and dolly. No wonder that his enterprise is the only factory-certified shop for Porsche, McLaren, Rolls Royce and Aston Martin; he has real talent.

One evening, after the day’s racing was done, Ben Cissell and his cameraman stopped by our encampment and proceeded to interview Vic and Ron about vintage racing in the US & Australia, their individual experiences and how they came to meet and race together. Throughout the weekend, their crew would show up on the grid and attach GoPro cameras on Vic’s and other cars, gathering footage for a feature they’re producing on vintage racing featuring Vic.

Our merry band of miscreants had a pretty good outing overall. Vic made the podium in the Feature Race, Ol’#20 in the Enduro. Dr. Rob ran the strongest I’ve ever seen, Ron mixed it up with Vic, Rob and me, pouncing on every opening while Roger enjoyed learning how a 356 responds in anger. They say that SVRA is going to Indianapolis next year, I think we’ll have fun at the Brickyard.



Thanks, George!



Ron Goodman at work



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Circuit of the Americas

[continued from page 22]



Burton drafting Skirmants (70) through turn one



Chute into turn two high above start/finish



Lotus 11, Skirmants and Balbach, Jr.

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SEM/PCA SKI DAY **Jo Brighton Special Olympics Program**

STORY BY **JOHN KEILLY**

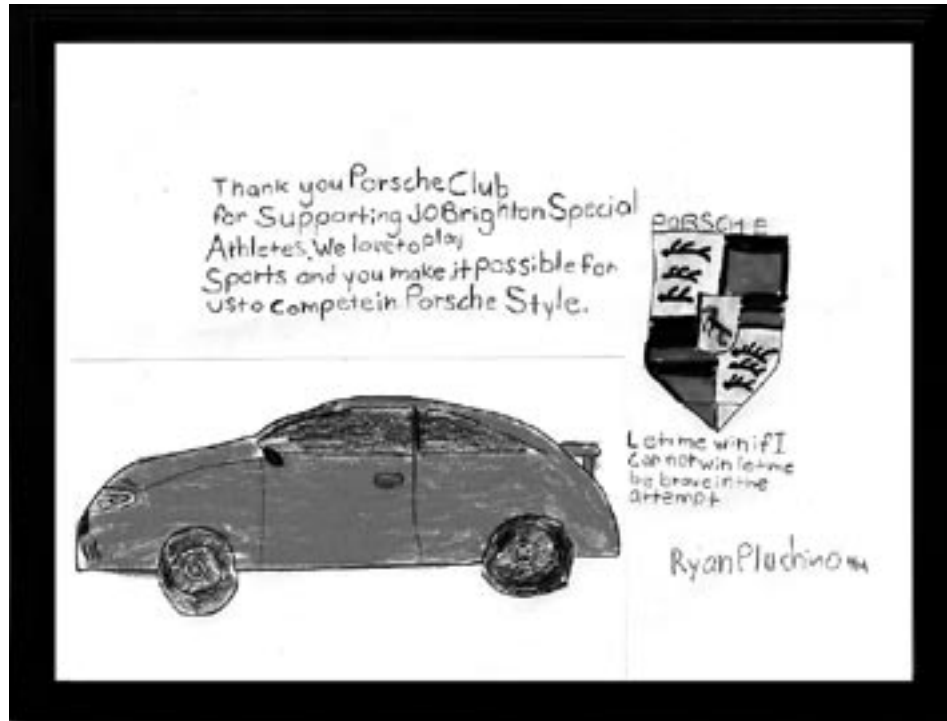
PHOTOS BY: GRETUS HOOGESTRAAT & MARC MOLZON

On January 18th a few brave souls stared winter down and came to Pine Knob for an afternoon and evening of skiing. Event Chair Marc Molzon and his wife Lisa were joined by Charities Chair Gretus Hoogestraat and his wife Victoria, Ralf Lindackers and the author.

Our other reason for being there was to present a check for \$2,040.00 to the athletes and administrators from the Jo Brighton Special Olympics Program. They were also having a ski outing that day.

The gratitude of the athletes was clearly in evidence from the warm reception they gave all of us. Some wore the new uniforms which our donation made possible. One of athlete, Ryan, made the plaque above, which reads: *Thank you Porsche Club for supporting Jo Brighton Special Athletes. We love to play sports and you make it possible for us to compete in Porsche Style.*

It's was heartwarming to see the proceeds from our 2013 Silent Auction have such a important and greatly appreciated impact on a local charitable organization. We plan to continue to support the Jo Brighton Program.



2014 Event Sign Up Using Clubregistration.net

In 2014 Southeast Michigan Region Porsche Club will introduce on-line registration through **www.clubregistration.net** to make it more convenient for you to sign up for events. Clubregistration.net has been the official registration site for Porsche Club Racing for several years and we have used it for the Roar On The Shore Club Race as well as Driver Education events.

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When you want to view events or register for an event, go to www.clubregistration.net and log in to your account. Select "By Category" under Search Options. Select "Club" and scroll down to "Southeast Michigan Region PCA". Click on "Search" and that will produce a listing of SEM events. If you have problems you can contact any board member for assistance.

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My Porsche Story

PART ONE

STORY & PHOTOS BY WEBMASTER **ERIK OHNRBERGER**

My Discovery of Porsche

Both of my parents were born in Germany. Shortly after getting married, they immigrated to the US. I was born here. My Dad's employer had business in Germany, so they sent him there for an extended assignment. He moved the entire family because our extended family was still there. Consequently, I attended the first grade in the German school.

I was bitten by the car bug at an early age. I remember seeing Porsches on the autobahn, and trying to get my Dad to buy a 911. He never did; he was a Benz guy. That made sense, for a family of 5.

We kids did spend quite some time with our grandparents. I remember complaining to my Opa, that Dad wouldn't buy a Porsche, and how cool it'd be to have one. "Well," he said in his indulging grandfatherly way, "We'll just have to go and get a 911!" I was on cloud nine! Then we went to the matchbox store.

There, I got my first Porsche, a red 911. It won all the matchbox races for a number of years.

Flash forward 2001. A friend who was a former boss was visiting from Germany and wanted to buy a boat. The required us to drive his rental Mustang from the airport to the next state over, to get his boat. He was jet lagged, so I drove. I recall hitting a 270 degrees express way on ramp a bit on the speedy side, feeling the weight transfer from side to side, with the sudden realization of "Hey that felt good!" Well, what do you expect? With two kids, I had been driving a Safari mini-van for years! The Mustang handled much better than the Safari.

From Pontiac Grand Prix to Porsche

When it was time to replace one of our cars I still remembered how nice that Mustang felt. However, we were now a GM family. So when I asked the dealer for a comfortable and sporty 4-door, he sold me an '02 Pontiac Grand Prix GT. It just looked 'right'. I met Vaughan for the first time at a family function. He convinced me to take the Grand Prix to the Waterford Road circuit for a Porsche club Drivers Education event. As you can imagine, with the GP's stock suspension it was rolling all over the place, and didn't corner very well.

So, I upgraded the sway bars from hollow to solid, and replaced a number of bushing from rubber to Delrin. This certainly improved the car's handling. My mechanic said it was "One of the best handling Grand Prixes around." Unfortunately, it could now corner so hard that all the automatic trans fluid sloshed over to opposite side of the transmission and away from the torque converter; that led

to an engine RPM "excursion." In the paddock, the transmission foamed over and left a puddle on the ground.

Meanwhile, my Opa who had bought me that matchbox 911 had passed and left me a bit of an inheritance. What better way to combine that with a mid-life crisis, and buy a Porsche? Oh the Zen of Opa's inheritance.



First Porsche & First Repairs

I found what my first "real" Porsche—a 944—on Auto Trader in Ohio. After an acceptable pre-purchase inspection I bought it and drove it home. That first

winter was spent fixing issues identified in the inspection. They included bulbs for the fog and side marker lamps, a new power steering pump and hoses, left steering rack boot and left tie rod end and a 4 wheel performance alignment. Then there was the torn shifter boot, broken glove box supports, fuel filter, front brake pads, brake fluid, door handles and window mechanisms that needed to be cleaned and lubricated. I added an alternator cooling duct, front tow eye, rear tow point, spare DME fuel relay for the glove box and replaced the air filter and clutch pedal pad. These were all minor and expected.

One of the more uncommon things I did was to wash the inside of the engine to make sure all the oil passages were clear of any accumulated deposits. How? First I warmed up the motor oil by idling the car for about 10 minutes. I then drained one quart of the oil, replaced it with automatic transmission fluid (ATF) and let the engine idle for about 20 minutes more. Then I drained and replaced the oil with 15-W50 Mobil1, and installed a new oil filter. ATF contains a high level of detergents, which clean out any deposits, clump them together, and move them to the oil filter. People who saw how clean the head was under the valve cover were amazed. Oil pressure has never been a problem.

(continued on page 30)

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My Porsche Story

(continued from page 28)

Track Days, the Early Years

The first few years at DE events were interesting. Although the Porsche handled far better than the Grand Prix, there was a lot to learn. In addition, at 165,000 miles the Porsche’s suspension was near collapse and the rock hard tires with couldn’t produce competitive times. In the corners, I kept sliding out of the stock seats, regardless of what the CG-Lock was trying to do to keep me in place. Still, most of the issues were with the driver, not the car.

About this time I started to crew for Vaughan and the Pub Racing team. Pub? Oh, yeah, Porsches Und Beer. Famous for the saying “I think my drinking team has a racing problem.” Crewing was a great place to start learning race craft, which easily also applies to DE events. While I was basically extra hands helping out when and where needed, I was watching, learning and asking questions.

Meanwhile, the biggest change to my car was replacing the clutch that needed to be replaced. When you can’t get 2nd gear or disengage the engine from the transmission even with the pedal fully depressed, it’s time. Over the course of three Sundays, Vaughan and I took off the exhaust, trans, rear suspension carrier, torque tube and bell housing to get at the clutch to replace it. All these parts were neatly laid out on the garage floor. It looked like we had removed everything that made the car mobile! Once it was reassembled with all new clutch, forks, throw out bearings, release bearing guide, and flywheel bolts it was as good as new.

I thank my lucky stars that for Vaughan’s help. This job was way over my meager mechanical abilities. Vaughan has many years of experience wrenching on his 924 race car, so his capabilities were well above mine.



Suspension Upgrade #1

Because the original struts were worn out after 181,452 miles, the only question was what would be the best choice for their replacements. One line of thought was M030 struts and sway bars. The other was a coil over kit from Paragon. On the assumption that I’d eventually want the Paragon coil over kit, I decided to go with them from the start. I opted for the Paragon coil over kit with Hypercoils, helper springs, and Koni black double adjustable shocks and added a KLA strut brace to prevent the fatigue of the strut towers under track loading. I am grateful to Jason at Paragon for calculating the correct, harder, spring rates, which are now double the stock rates.

When some 944 owners upgrade to a coil over kit, they take the torsion bars out. From what I’ve gathered, this focuses a great deal of force into the stock shock mounts. To avoid that I left the torsion bars in, and had Jason calculate rear coil over springs that would complement the spring rate of the stock torsion bars. Leaving the torsion bars in distributes the forces across multiple points, reducing the chances of damaging any of them.

Part and parcel of the suspension upgrade was what to do with the tired and worn out upper strut mounts. The original rubber Porsche parts were tired and soft. Porsche wanted around \$400

each to replace them. Lucky I found some all aluminum KLA Monoball Strut Mount mounts for a mere fraction of that.

These decisions are indicative of the way I’ve approached my Porsche track car. If it’s really worth doing, then survey the options, consider the intended use and don’t be afraid to spend the money if it’ll get you where you want to go...but do so with clear reasoning for your choices.

Engine Broke & Rebuild

In the middle of the next summer I found a small fragment of what looked like a valve spring during an oil change. A month or so later, that valve spring gave up completely. So, I pulled the head to replace all the valve springs, guides and seals. That’s when we saw scratches in the cylinder bores, which indicated that motor oil was sneaking past the rings via those bore scratches and sapping performance.

This was going to be a big job. There are different approaches to repair scratched bores. Some people over bore the block and install steel sleeves. Others refinish the bores and use oversized rings. Lastly, there are some folks who Nikasil plate the bores. Because steel and aluminum have different rates of heat expansion, I didn’t like the first approach. I also wasn’t in favor of refinishing the bores, just to have that happen again. So it would be Nikasil plating.

I soon learned that this would also require the replacing the pistons. The OEM pistons are aluminum, designed to ride the polished silicone surface in the bore. Now that this surface was going to be a much harder plated Nikasil, the pistons would have to much harder as well. The Porsche pistons for

the 911 are the same dimensions as the 944 pistons, and designed to run on the Nikasil plating found in 911 engines. Porsche wanted Porsche prices and while J&E wanted a few hundred dollars less, they were still expensive. I found Diamond Racing, which would fabricate custom pistons. They do this for all the Detroit area drag racers, so I went with them.

Once the pistons were delivered, the pistons and the bare, stripped block were shipped to Wisconsin to US Chrome, for the Nikasil plating and the honing of the bores. When that was completed, I took the crank, pistons and rods to Cankshaft Craftsmen for balancing and weight matching.

These guys did a fabulous job at weight matching. In addition, the new pistons averaged about 47 grams lighter than the OEM ones. Great! This is going to be one super engine.

Finally, it was time to re-assemble the engine. Vaughan and I built the bottom end, including crank bearings and block skirt. Big Mike from Munk’s Motors did the rest with me as his helper. That included all new bearings, gaskets and seals. If it was worn, or likely to fail, it was replaced. This engine should last at least 200K miles!

Finally, it was time to drop the engine back into the car and time the cams. I wasn’t capable of doing that, but Big Mike was great. We missed a thing or two: one of the balance shafts was 180 degrees out of phase, but other than that, it went really well.

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BY TOM FIELITZ

Car manufacturers have long taken advantage of the gullibility of the typical owner. In the old adage of win on Sunday and sell on Monday the car maker takes advantage of the enthusiasts desire to relate to the excitement of racing. The knowledgeable car enthusiast knows the difference between a “stock” race car and a true production street model. That does not preclude adding so called racing parts to a street driven car on the guise that performance is enhanced. This is visually demonstrated in the various added on aerodynamic appendages such as spoilers, splitters, wings and diffusers.

The science of harnessing the energy of wind passing over the surface of a wing is usually based on the work of Swiss mathematician Daniel Bernoulli's 1738 *theorem of fluid dynamics. The basic idea is that fluid; in this case air behaves as a fluid, speeds up over a curved surface relative to the opposite flat surface creating lift energy over the curved surface.* But it took until 1935 for another mathematician, Pistolessi to describe what happens when a wing shape is in close relationship to the ground.

Early studies of the effects of air on automobiles were all centered on the drag effect of wind to limit speed. The 1929 Opel Rocket land speed record car was the first to adopt wings to the body shape. But it was 1956 when Swiss mathematician and amateur racer Michael May mounted an inverted wing over the cockpit of his own Porsche 550 Spyder for the Nurburgring 1000 race. When Porsche race boss Huschke von Hanstein saw that May's creation was faster than the rest of the Werks Porsches he filed a protest and Mays car was banned. May then later worked for Porsche designing fuel injection. He was promised a formula car test ride if he could increase engine power through fuel injection but von Hanstein reneged fearing Michael would embarrass the Werks drivers. May left Porsche to develop fuel injection for Ferrari and led them to install wings to the 1968 model 312 Formula 1 car. Leading aero development in the US was Jim Hall with his winged Can Am cars from the original 2C in 1965 and the variable pitch rear wing through the true ground effect 2G sucker car in 1968, cars so effective they got banned. Dan Gurney did create the Gurney flap during an Indy car test of his 1971 AAR Eagle race cars. The intent was to reduce drag of the rear wing to improve top speed. The actual result was that the small lip at the trailing edge created a turbulence that increased the effective length of the lower wing surface and increased down force.

Aero development in race cars is credited with the huge leap in cornering forces from about 1.5 G to as much as 4 G at speeds well over 100 mph. To achieve that the combined wings and ground effects of a modern Indy car create as much as 5,000 pounds of down force at 200 mph. Since down force also creates speed reducing drag the winning design is the best compromise of wing size to produce the optimum lap times.

Porsche came out in 1973 with the very first street model car with a racing spoiler in the Carrera RS. Called the Duck Tail or “Burzel” it was a tall flat panel attached to the rear deck lid at right angles. The true effect of this spoiler was not to create downward pressure on the rear tires but to negate the lift by 75% created by the wing shape of the 911 roof and to reduce the drag effect of the roof. Porsche measured the speed increase of .5 kph with just the rear wing and 2 kph with the

introduction of a squared off front bumper valence. In combination the two aero pieces increased top speed by 4.5 kph. Naturally I had to adapt these pieces to my own 1972 911 with the only noted effect that the back side of the duck tail is continually smashed with dirt and exhaust film. The duck tail spoiler was gone by 1976 with the introduction of the whale tail spoiler on the Turbo model. Versions of rear spoiler have continued on the present 911 model. On the 996 model Porsche revealed that the rear spoiler reduced front lift from 64 kg to 5 kg and rear lift from 136 kg to 14 kg but this was measured at 157 mph. Aero devices were insignificant below speeds of 80 mph but do contribute to gas mileage robbing drag which is why Porsche developed the disappearing rear spoiler. The vast majority of street cars equipped with rear spoilers are strictly cosmetic or at best an attempt to reduce the aerodynamic drag of air as it leaves the trailing edge of the body work. For a rear wing to create down force on a car it would have to be mounted significantly high above the rear body to receive clean air flow.

This leads me to the latest fad of the rear lower bumper valence in the shape of a racing diffuser. The diffuser has the curved shape of a wing as the lower surface of the bumper. The 1978 Lotus Formula 1 car is credited with advancing the science of automotive ground effect. The Lotus employed a diffuser in each side pod of the race car with a sealing edge that scraped on the ground. As with many racing advances it was so effective it was banned. Based on aerodynamic theory the wing shape applied to the underside of a car has the effect of creating negative pressure, effectively a suction effect between the ground and the bottom of the car. The effectiveness of ground effects and diffusers depends on the aero property called boundary layer. This is the principal called the Coanda effect that fluids (in this case air) have a viscosity or thickness that tends to stick to a curved surface. Many factors contribute to the end result of control of air flow under a car. Chief of which is the gap between the diffuser and the ground. To control air flow strakes or end plates guide the air across the curved surface of the diffuser. To be truly effective the gap to the ground and the length of the diffuser have to be in a ratio of .05 which is why race cars have a gap between the diffuser and ground often measured in fractions of one inch. On a street car this is totally impractical. Also for boundary layer to be effective the flow of air must have minimal interruption. On a street car this would call for a totally smooth bottomed car, also impractical. This makes virtually all street car rear diffusers just a visual tack on and more of an aero drag reducing device than effectively creating down force.

So there you have the straight skinny on the wing, spoilers, splitters, diffusers and the rest of the kit we would love to believe links our street car to its racing brethren. Yes it is marketing hype for the most part but it is a modern day essential styling feature of almost all of our cars



STORY & PHOTOS BY ANDREW OLSON

Regular readers of my column know that my 1991 928 GT has a supercharger and an intercooler. This past summer, the intercooler decided to spring a leak and dashed my summer driving plans. Since the car was due for a timing belt, water pump, and maintenance, I decided it would be easier to just pull the motor and tear into it. This will be the first of a number of articles documenting the steps I am taking to fix and refresh the engine. By no means is pulling the engine part of 928 ownership. I just happen to be a bit crazier than most.

Because I have a mid-rise lift, I decided to try dropping the engine through the engine bay, instead of lifting it up and out. I primarily did this because the headers are a pain in the butt to take off and I thought it might be easier to leave them on. In hindsight, it was about the same amount of work. However, because I had to drop the steering rack, I was able to see some issues there that I might not have seen otherwise, so I'm glad I went this route.

The first step in taking any 928 engine out is to drain the fluids and pull the radiator. It gives you a few extra inches of clearance and allows you to clean up all the dead bugs and leaves that are stuck in it. Just be careful if you have an original 20+ year old radiator. The end tanks (particularly the passenger side) have a tendency to spring leaks. They are replaceable, but it's not an easy task – and usually not a DIY one at that. 928 radiators are VERY expensive, but there are some new aftermarket options that fit perfectly for less money if you're okay with a non-OEM item in your 928.

Then I used a couple 4x4's to suspend the engine in the bay while I removed the steering rack and cross member. If you ever need to re-do your oil pan gasket, this is the tool to use. You can



A side view of the engine on the ground

easily make one of these setups for about \$20. I cut a 4x4 to fit the width of the engine bay and then added a couple 2x4 “feet” to raise it up just a bit. Then using two big eyebolts, some chain, and a couple master links, I hooked it up to the lift points on the engine. With the eyebolts going through the 4x4, I tightened the nuts on the eyebolts until the engine started to come up a bit. At this point I dropped the rack and cross member.

I noticed a hose that connects one end of the rack to the other end was crushed. I believe this line is supposed to help equalize pressures. Every now and then, my rack would feel like I lost power assist. I wonder if this was the cause? I also noticed both boots on the rack were torn and in need of replacing.

There were obviously a number of other items that were taken apart like the clutch, front sway bar, lower control arms, fuel likes, etc., but once everything was out of the way, I placed a moving dolly under the car, lowered it all the way, and then slowly loosened the eyebolts on the 4x4's until the engine was resting on the dolly. Once it was resting on the dolly, I made sure everything was clear and lifted the body up, leaving the engine on the ground. It went so smoothly, that I was able to do it solo.



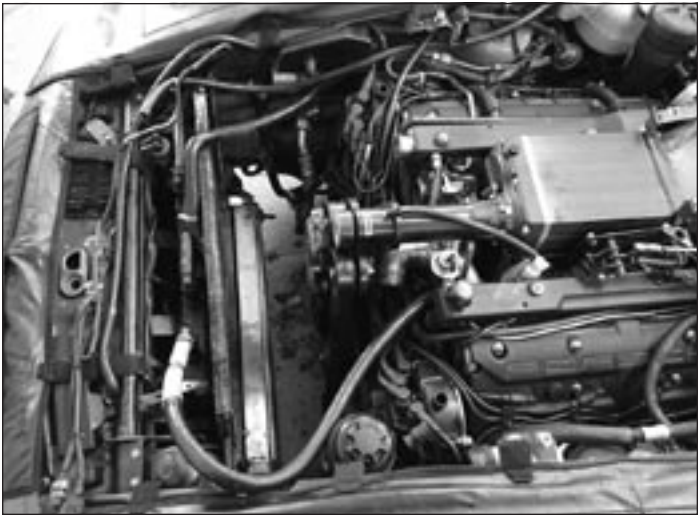
After a few hours of work, the engine was out and on the floor

(continued on page 34)

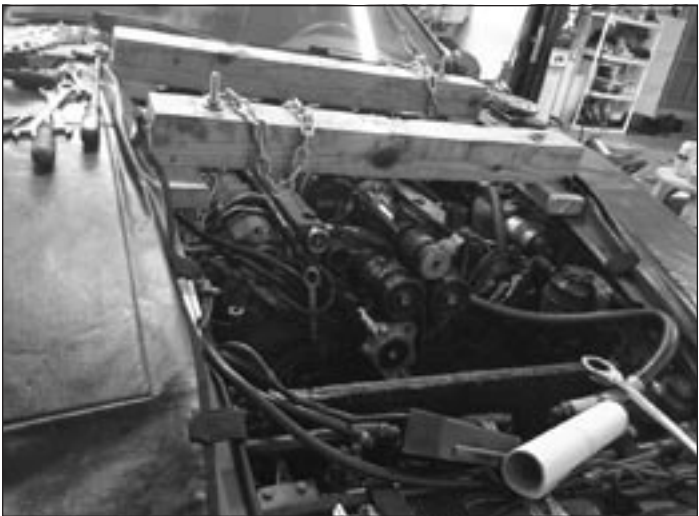
In my next article, I will be documenting disassembly of the engine, heads, pistons, etc. I am also going to re-ring the motor, which requires reconditioning the alusil block. There is a special procedure required to do this.

Mar your calendar; on March 29, 2014 we will be having a 928 Tech Session. We will show you how to service the 928 transmis-

sion and final drive unit. We will also have a 928 engine you can help take apart and get familiar with. If you are interested, send me an email at andrewmolson@yahoo.com or call me at 734-837-7908. Also, if you are interested in hanging out with the 928 group, we get together at the Parrot Cove Yacht Club in Troy, MI on the second Wednesday of each month from 7 to 9:30. Come and join us.



Removing the radiator gives a few inches of extra room



Using a couple 4x4's is an inexpensive way to suspend the engine while you remove the crossmember



You can see the crushed vent line on the rack



Always remember to loosen the crank bolt before removing the engine. It requires about 400 ftlbs of torque to get it loose



And here is a split boot on the steering rack

P4: Yesteryear 1963



FERRY PORSCHE (left); Gene Annabel, President of Southeastern Michigan Region; Erich Filius, POAC executive; and Wolfgang Raether, Porsche Sales Manager, at historic 1958 meeting.

History of the Region

By CAL DAVIS

On the evening of April 2, 1958, 11 people met at the home of Jim and June Syze for the purpose of forming Michigan's first, and PCA's 8th Region. Dr. Earl Kirschbaum, who was then the Regional Director for the state of Michigan, called the meeting to order and before the night was over we elected Don Johnson as President and had chosen "Southeastern Michigan" for our name.

In September we had the largest group (35%) on the first "PCA Rally to Stuttgart and the International Porsche-Treffen" tour.

The highlight of our newly formed region came at the November meeting. It was our pleasure and honor to have Ferry Porsche, Ferry Porsche III, Erich Filius, and Wolfgang Raether as our guests for dinner and the entire evening.

The following year, 2 of our members were elected to national offices—Dr. Earl Kirschbaum, President; and June Syze, Vice President in charge of publicity and public relations.

At Nippersink, the site of the 1959 Porsche Parade, the "President's Trophy" was presented to our Region for the best representation. During the weekend following the Parade we had the fun of gathering equipment, setting up, and manning the PCA tent and Porsche parking area at Road America.

In January 1960, volume 1, number 1, of our

regional news letter *Porsche Pushers Private Papers* was issued. The first issue was only 1 page but since then, when contributions were good, we have had as many as 8 full pages.

In the early fall of 1960 some members in the western part of our state expressed a desire to form a region of their own so they could have a meeting place in their area. It was almost impossible for them to attend the meetings held in Detroit. With our blessings and good wishes they seceded and formed the PCA's 36th region which is now known as Western Michigan.

With 18 other sports car clubs in the Detroit area and so many of the PCA'ers holding membership in these other clubs, there is little time or incentive to hold PCA rallies, ice-runs, or gymkanas. Instead the group devotes its meetings to technical, or sometimes social activities. The International Technical Meeting held at Moran Motors in Windsor, Ontario, yearly features speakers who are truly experts and as adept as Canadian politicians at handling the rather searching questions that come up. Other technical sessions held nearer home have featured on-the-spot demonstrations of rust-proofing Porsches (with oil and grease spots on the clothing of the boys who were more interested than careful), movies, and more conventional lectures held at the regular meeting place, Botsford Inn.

A very *gemutlich* activity is the annual trip to Frankenmuth, Mich. where a famous factory is

P4: Yesteryear 1963

inspected, the black-labeled product tested and followed with a family style dinner at one of Frankenmuth's famous eating places. Other trips include the joint outing with the Greater Cleveland Region at Cedar Point, on the shores of Lake Erie, and our own picnic at one of Michigan's 10,000 inland lakes. Both of these trips feature tests of driving skill, although it must be admitted that the planners of the local picnic chose a rather unconventional way of handicapping the skilled drivers; everybody had to drive go-karts at last summer's picnic.

A Ladies' Night Meeting, run by the ladies themselves, is on its way to becoming an annual affair. The first such meeting was described in PANORAMA last summer in Linda Cole's column, "From the Passenger Seat."

For many, the high spot of the year is the Christmas party, which brings out a crowd every year. A well-planned program undoubtedly has something to do with the size of the crowd, but we suspect one big lure is the chance to win one of the

fabulous door-prizes donated by the establishments that service our Porsches or sell us the parts to do our own work.

Our meeting place for the past 4 years has been the historical Botsford Inn. It was built in 1836 and for more than 100 years it was the first stage-coach stop on the old Post Road to our state capital, Lansing. Here, farmers and drivers swapped stories and conducted a good deal of trading, but recently it's the PCA'ers who swap the tales and they also have done a little horse trading of their own.

However, Botsford was inconveniently located for many of our members, so starting the first of this year we relocated our meeting place to give our east siders a better opportunity to be with us. About 25 of our 40 members meet the second Wednesday of every month at Amato's Italian-American Restaurant, 6926 Wyoming, Dearborn, for dinner if you wish at 7 pm, business meeting at 8 pm. If visiting in the area, come and join us.

Why not a 'New' Speedster?

By ROBERT A. CLARKE

Whatever happened to the Speedster, that noisy, ratty, dusty, leaky, tank windowed, member of the Porsche family of fabulous automobiles? Why can't I buy a new one? Why only a comfortable Coupe or a posh Cabriolet that is almost 350 lb heavier than the old Speedster?

What is 350 lb anyway? A lot to the man who knows that with everything else about equal, it's pounds per horsepower that wins races. Let's take a look at some figures, using the SAE horsepower figures of 70 (Normal), 88 (Super), and 102 (Super 90) versus a 1985 lb dry weight. This works out to 28.36 lb per hp (Normal), 22.56 lb per hp (Super), and 19.46 lb per hp (Super 90). My old Speedster weighs approximately 1640 lb (State of Michigan tax weight). The same figures for this vehicle would now be 23.43 lb per hp (Normal), 8.86 lb per hp (Super), and 16.08 lb per hp (Super 90). In other words, a Super Speedster is going to out-accelerate a Super 90 Cabriolet and have more engine reliability while doing it. Or, to look at it a different way, the old Speedster with a Super 90 engine is the equal of a Cabriolet with 123.5 hp.

What has happened to Porsche's reputation as "The Giant Killer"? I'm talking now of the little guy who likes to race on the weekend but can't afford the complexities of a Carrera, let alone an RSK. He either finds an old Speedster or changes to another make of car if he wants to take home anything besides a basket full of aluminum and cast iron. Why, Mr. Porsche, can't we have a "New" Speedster? Let's take the Cabriolet and leave off all those nice comfy features like deluxe instrument panels, arm rests, plush seats, lots of sound proofing, wind-up windows, padded top, beefed-up bumper guards (with the exhaust com-

ing through them), twin horns, a seat back for the jump seat, etc., and give us instead, an aluminum instrument panel (plain) with 6 functional gauges: speedometer, tachometer, oil temperature gauge, fuel level gauge plus an ammeter and an oil pressure gauge (no idiot lights please), aluminum deck lid, trunk lid and doors (with side curtains), and a top that will keep out the rain. We now have a car which might weigh about 1550 lb and with that 102 hp Super 90 engine we'll have close to 15 lb per hp, a figure which will look very good on anybody's road race course. This "New" Speedster should be the equivalent of a new Cabriolet with 130 hp. Let's compare the pounds per horsepower figures of this "New" Speedster with some of the better known sports cars:

	HP	Weight	lb Per HP
"New" Porsche Speedster (N) . . .	70	1550	22.14
"New" Porsche Speedster (S)	88	1550	17.62
"New" Porsche Speedster (S-90) . .	102	1550	15.19
Alfa-Romeo, Giulia Spyder	104	2060	19.80
Aston-Martin DB-4	302	2983	9.88
Austin Healey 3000	136	2375	17.46
Jaguar XK-E	265	2520	9.51
MG-B Roadster	94	1920	20.42
Alpine II	86	2214	25.74
Triumph TR-4	105	2072	19.73
Volvo Sports Coupe	100	2480	24.80

There seems to be a trend at Stuttgart to put less emphasis on the competition-minded customer and more on the comfort-minded customer. This trend has shown up in the Formula 1 results as well as the GT and Sports Car events. Maybe this is the way to sell more Porsches, I don't know. Maybe 8-page center spreads in American magazines is the way. But winning races, large and small, is also a way to sell cars, and the newspaper space is free.

May 1963

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ASK THE Master Cylinder

These questions and answers are based on actual events. Please e-mail your questions to the P4 editor (fastkarz2@aol.com). They will be forwarded to the MC and answered in the next issue.

The advice presented in this column is based on the expertise of the author alone. There may be other approaches to the issues described. SEM/PCA does not endorse any specific approach to a vehicle problem.

BY CHRIS BRADEN, TECHNICAL EDITOR

Q: I have a '99 Boxster and I heard the convertible top is prone to failure and expensive once it does go. Is there any way to get more life out of a ragtop? —Ed

A: I have found that some parts of the mechanism can vibrate loose. When they do, the mechanism can get out of index, bind, and bingo, the game is over (and you lose).

I suggest an annual inspection of the top to check for loose parts and a lubrication to keep things moving freely. Incidentally, when the top fails, the body sometimes bends. You can tell this has happened when the "clam shell" no longer fits flat.

The youngest Boxster that I have seen with this problem was only two years old. I was stunned at such an early failure until the client told me that he had left a two liter bottle of pop in the back when he put the top down. Big oops! \$2,500 later, it was back to normal.—MC

Q: I have a '96 Targa and the check engine light keeps coming on. It has been shut off numerous times but always comes back on in a few weeks. The diagnostic codes that set don't make sense to me but my mechanic says that the secondary air system has failed. He asked a few grand to pull the motor and correct the problem. To me this is absurd and besides, the car runs great. Can I get a reality check on this? —Mark

A: Be aware that the check engine light can set for numerous reasons and that computer is still not smart enough to diagnose the problem. It only gives you clues. I know a number of clients who have fired the "parts cannon" at their cars only to discover that the computer lied.

Your mechanic is correct on one point. Odds are, the secondary air system is the source of the problem but pulling the engine to fix it further than you need to go. The likely culprits are clogged holes in the cylinder head exhaust ports near the exhaust valves.

Fortunately, the holes can be accessed from under the car by removing the exhaust and heater boxes. On an older car, this might be easier said than done. The nuts securing the exhaust are usually rusty so finesse is required to remove the exhaust. If you do not have a source of heat to warm them up, don't try it, the penalty for breaking a stud is pretty stiff. We have had more than one car towed in after the owner tried to do it himself.

Once the system is off, you probably will not be able to see the holes since they are packed with carbon deposits and somewhat hidden behind the valves. I fabricated a "port cleaning reamer" out of an old accelerator cable chucked onto a common drill.

Once you clean the deposits off the exhaust port surface with carburetor cleaner, you can find the holes and start feeding the cable into the holes to break through the clogs. Work at it gradually and let the carburetor cleaner do the work for you since you do not want to push the carbon up into the ports.

Once you get the ports nice and clean, reinstall the exhaust and you are on your way. The total cost; about \$800 dollars or so, plus gaskets and hardware. This is not a guaranteed fix, but for the money it is a good option and every car I have inspected for this has had clogged secondary air holes.



By the way, while the exhaust is off it's a good time to clean all that stainless steel with Scrubbing Bubbles and Scotchbrite. This is a great way to clean around the exhaust cutouts on the rear valance and to get the tail pipes back to new as well. You've already got all that apart, why not clean up while you're there? —MC

Q: I just bought a 1986 944 and although it has low mileage, the former owner was not an enthusiast and mildly neglected it. I have attended two of the club detailing clinics and I really appreciate the demos and info from the vendors. I took one of my cars to the Motor City Auto Spa and I was very pleased. This winter, I would like to preserve and even restore some of the surfaces on my car particularly the rear spoiler and the leather seats. I am interested in finding out what products you use and recommend and where to find them. My wife asked me for a Christmas list. —Ted

A: Well Ted, I am not a Concours guy, just a motorhead who details cars for therapy so here goes. Since I don't sell detailing products, these are the ones I buy for myself.

For leather (dark shades only) I use Fiebing's 100% pure Neatsfoot Oil that I buy from Arizona Saddlery. I paint it on with a natural bristle brush and let it soak in for a day or two. On older leather it may take a few applications to get it to penetrate. You can put plastic on the seat if you need to drive the car while it is soaking in.

For the spoiler and bumper rub strips, just like the leather, these plastic surfaces need to be fed regularly. I use Black Magic Pro Shine Protectant. This product is not watered down like most protectants. I have tried every brands that I could find locally and this is my current favorite. I get it at O'Reilly's.

For chin spoilers, tires, and lower side skirts, I used No Touch Wet & Protect premium. This product is not glossy and it evens out the plastic surfaces that seem to get stained or mottled from road debris or scuffing. I also use this product for under hood plastic and rubber hoses to spruce them up. I also get this from Murrays.

For paint, I like the Magna Sponge instead of the traditional clay bar. It works just like clay but the dirt washes off instead of contaminating the clay. I got mine on the web. As a lubricant for the sponge, I use Griot's Speed Shine or Meguiars Quik Detailer. Both work well.

I like Rejex as a protective finish for paint and wheels. I get it on the web. I have also tried a dozen other waxes. I like the clear product by Turtle Wax called Ice. They claim that you can use it on everything except glass but I have only used it on paint. Clear polish...what a concept! They also make colored car polish and again...why not? Some of them even come with a little lipstick style applicator for scratches.

I have faith in the chemistry of synthetic polymer products. I think they are all good and I believe that for most folks, they are far better than traditional waxes. If you would have seen my car in '04 when Mike and I first drove it back from Florida, compared to now, you would agree I have learned a lot. I am happy to share it with you, Ted. —MC

***SEM Board Minutes** (1/9/14) by Michael Cohen*

Meeting held at Porsche of the Motor City

Attending: Board Members Michael Cohen Howard Gilson, Gretus Hoogestraat, John Keilly, Marc Molzon, and Fred Young, DE Co Chair Steve Carbary, Webmaster Erik Ohrnberger

Call to Order at 7:15 pm by President, John Keilly.

Roll taken and minutes of December meeting were approved

Financial: Report approved as submitted

Membership: 577 members, 411 affiliates= 988

Insurance: None needed

P4 (Michael Cohen) The Jan-Feb issue has been printed and is in the mail. We added one new sponsor, Cambridge Property & Casualty and received notice of one cancellation, Speed Industries. It was requested that we ask Roger DeLiso of Copyrite if he can provide color photos for our web site. At present, color photos for the P4 are being reproduced in black and white.

OLD BUSINESS

Dec 15 - Holiday Party (John Keilly) The party held at The Garage in Northville was sold out with 70 attendees and was an excellent affair. The 2014 party will be held on December 6, 2014 at the Orchard Lake Country Club.

Jan 18 - Ski Pine Knob (Marc Molzon) Event is on schedule. Our Holiday Party charity proceeds will be presented to the Jo Brighton Special Olympics Program at 3 pm. A giant size check created by Gretus Hoogestraat will be used in the presentation

Mar 1. (Tentative) - **Lingenfelter collection (Dave Miller)** The date is yet to be confirmed for us to visit the Lingenfelter automotive collection

March 22 - Tech Session @ Gilson Motorsports (Howard Gilson) The Chip Doctor will be present.

April 5 - Annual Swap Meet (Dave Burton) Plans for this multi-region event are on schedule and include a car show and tech quiz

***SEM Board Minutes** (2/5/14) by L. Dunham*

Attending: Board members Lanita Dunham, Howard Gilson, Gretus Hoogestraat, Marc Molzon and Fred Young. DE Co-Chair Steve Carbary, Webmaster Erik Ohrnberger and members Andrew Olson & Merritt Collins.

Call to order at 7:00 PM by Vice President, Howard Gilson

Roll taken & Minutes of Jan. meeting were approved.

Financial: Reviewed e-mailed copy, no issues. Report approved.

Membership: 576 members, 407 affiliates = 983.

Insurance: None needed until March.

P-4: The March issue will be ready to go to press shortly after Feb 12.

OLD BUSINESS:

Jan 18 Ski-Pine Knob: The members who joined in this event had a great time. A check for \$ 2,040.00 was formally presented to Joe Brighton Special Olympics

Mar 1 Lingenfelter Collection Tour: 9:30-11:30 at Brighton Location. E-blast forthcoming.

Mar 22 Gilson Tech: Tech & lunch provided.

Apr 12 Tour of Model “T” Plant: Cost of \$10, cash only, will cover entrance fee. Ad is in the P4 and on club-reg.

Apr 5 Swap Meet: To be held at Suburban Porsche of Farmington Hills. Sellers need to contact Dave Burton to arrange tables and space.

Apr 10 Devil in the Details: At Munk’s Motors, will have the usual full assortment of vendors and product displays, plus presentations by experts.

April 12 - Tour of the Model T Piquette Street Assembly Plant (Fred Young) Event will start at noon. Admission will be \$10.

DE (Steve Carbary) Dates for Waterford Hills have been finalized: Thursday May 8, Thursday June 12 and Saturday August 2. We are discussing a possible DE with Western Michigan region at Grattan Raceway

May 17 - Street Survival School (Don Kleist/Marc Molzon) The church has been paid for the use of their facilities and parking lot. Volunteers are needed. An ad will appear in the March P4.

ClubReg.net - Steve Carbary will coordinate this. However event chairs will be responsible for inputting the required info into the Clubreg.net website. In 2014, it will be the recommended way to register for events. In 2015, it will become the only way to register.

Aug 17 - Picnic/Concours (Fred Young) Matt Fenster is securing the use of Springdale Park. Fred was given approval to buy small die cast car models for the concours trophies.

Sept 19-21 – Club Race (Marc Molzon) After considerable discussion the Board approved a motion to keep the race on the schedule and pursue efforts to ensure its success.

Web site (Erik Ohrnberger) Gretus Hoogestraat has dived into the role of Associate Web master

NEW BUSINESS

Fred Young is looking into a Waterford Hills Family Day, perhaps June 8

The city of Novi would like SEM/PCA to participate in their Memorial Day Parade; with that in mind, they waived the \$125 fee for using Rotary Park during the 2013 Fall Tour.

Meeting was adjourned at 9 pm

Location of upcoming meetings: February 5 and March 5 at Gilson Motorsports

Refreshments: February: Howard, March TBD

(TBD) Spring Tour: Plans to be announced.

May 8 DE: Track and ambulance secured for 1st Thur. event of year.

May 17 Street survival School: Taking names of volunteers. Course is secured.

Sept 19-24 Gingerman Club Race: Seeking sponsorship, to determine if event is cost effective this year.

Charity: A check for \$2,040, collected at the holiday party, was given to the Joe Brighton Foundation.

Web Master: With help from Gretus, Eric is continuing to improve the content and ease of use.

Goodie Store: No update.

Event Reports: None needed.

NEW BUSINESS:

Fred Young: We need to file our tax exempt report for 2013. Accountant Gary Fish just needs the statements.

Fred Young: Interest in a trip to Germany trip was tepid. Fred will check to see if a small group could be accommodated.

Andrew Olson: There are many 928 owners who are not SEM members, and there is a need to get them into the club. Munk’s will host a tech, “In the Shark Tank”, Mar. 29.

Merritt Collins: Munk’s will host a track tech day, Apr. 26.

Meeting adjourned at 8:07.

Meeting location & Refreshments: March at Gilson Motor Sports, refreshment Steve Carbary.

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